

## **Summary of Changes in 2005 Subdivision Street Requirements.**

The most substantive changes in the Subdivision Street Requirements are as follows:

- **Design standards and criteria**

Specific design criteria have been removed from the regulation in order to provide the Department greater flexibility in applying exceptions and responding to development trends. VDOT has developed a companion Design Guide for Subdivision Streets, which will be distributed with the regulation that will guide the design issues. That design guide is an appendix to VDOT's Road Design Manual.

- **Phased development**

Changes simplify the phased development process, which permits the first two lanes of a four-lane roadway to be accepted for maintenance. The changes acknowledge that it is sometimes appropriate for VDOT to participate in the completion of a locality's major road system when the finished road benefits the county's transportation system rather than just a development.

The recommended changes eliminate often contentious issues associated with formal agreements with the local governing bodies in regard to the completion of these major roadways, giving greater flexibility and authority to VDOT's resident engineers to work constructively with the local officials and developers to achieve greater benefits to an area's transportation system.

- **Underground utility placement**

Practices for the placement and the adequacy of construction of underground utilities varies significantly statewide, leading many VDOT offices to discourage the practice of placing utilities within the right of way and even under the pavement.

This section has been revised to make it clear that dual use of the public right of way is acceptable, as is the placement of utilities under pavement, provided the construction is properly planned and prosecuted. The provisions highlight both this flexibility and the requirements to ensure proper construction.

- **Grade separated pedestrian (or extrinsic) structures**

Changes clarify when such structures are appropriately maintained by the department at public expense or with local funds, relaxing criteria to allow more of these structures to be state maintained.

- **Surety and Fees**

The one-year performance surety required of developers has been increased for the first time since 1990 to more accurately reflect costs the department might face if it must fix failures in workmanship or materials during the first year following VDOT's acceptance of the street.

The former maintenance fee has also been increased to more accurately reflect VDOT's maintenance cost experience. A flat fee is being proposed based on

mileage instead of the current method of prorating the fee based on the month of acceptance, since this does not impact VDOT's associated costs.

Added is a cost recovery mechanism so that VDOT can recovery some of the administrative costs incurred in the review of proposed subdivision plans, inspection of and acceptance of new subdivision streets. The administrative cost recovery fee will be set for 3 years from subdivision construction plan approval, can be adjusted annually after 2007, and is collected at the time of street acceptance.

- **Pedestrian and bicycle facilities**

VDOT's policy regarding the acceptance of sidewalks has been clarified to ensure all adequately constructed sidewalks on the right of way, which do not meander on and off the right of way, are accepted as an integral part of the street.

The acceptance of bicycle facilities is specifically mentioned for the first time in the SSR to clarify that adequately constructed bicycle facilities located on the right of way, which do not meander on and off the right of way, are accepted as an integral part of the street.

- **Land development process flow charts and inspection related requirements**

In response to questions about processes regarding the review and approval of subdivision plans and the acceptance of new subdivision streets, those processes are mapped in greater detail, according to established laws and internal VDOT's processes that govern the street development and acceptance.